

## REPORT

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SUPPLEMENT TO  
REPORT NO.

50X1-HUM

THIS IS UNEVALUATED INFORMATION

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1. On 27 February 1951 the Russian submarine [ ] entered the Neptun Werft for repairs. Slight repairs were effected to her electric power plant and she left for sea on the following day. The vessel mounted no visible armament [ ] The length of the ship was about 60 meters. 50X1-HUM 50X1-HUM
2. The PRIDORZHE, after having four under-water side plates replaced while in dry dock, returned to Wismar on 3 March 1951.
3. The SKOLNY was on the sea on a new trial run from 6 to 8 March 1951. During this run the maximum speed achieved was 12.3 knots. The ship is expected to leave the yard finally at the beginning of April.
4. The bow plates of the icebreaker ALESHA POPOVICH are now being reinforced and the condensers are being renewed.
5. The ocean-going tug BOGATIR is now having one of its side plates replaced and is also being fitted with a new electric lighting circuit.
6. The engines of the KURO are now being taken out. Minor repair work still continues on the deck. 50X1-HUM
7. The eight minesweepers [ ] are still in the shipyard receiving a variety of repairs. Wireless equipment delivered by the RFT, Leipzig, is being installed on all the sweepers.
8. The VEDVESKY, which was last in Rostock in 1949 as the German vessel APIA, arrived from Wismar and is at present in the floating dock. It is now being used as a fish processing ship. The vessel is having its keel overhauled and its main shaft is being taken ashore for repairs. Under its name plate the name "MURMANSK" is

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CENTRAL INTELLIGENCE AGENCY

-2-

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painted in cyrillics.

9. The Neptunwerft has now fulfilled its fish lugger building program which called for the construction of a total of 68 ships. The yard will now go over to the building of lighters which are to be approximately twice as large as the luggers.
10. The Rostock Werft is being supplied with ships' engines, boilers, spare parts etc., from the Ottensener Drahtwerke, Hamburg-Altona. The engines so received are being despatched to the USSR. On 8 March 1951 a ship's steam engine \_\_\_\_\_ was packed into crates marked "LENINGRAD" and loaded on a 50X1-HUM ship.

\_\_\_\_\_ Comment: \_\_\_\_\_ the firm 50X1-HUM  
 Bohn & Föhler, Motoren-und Maschinenfabrik A.G., Kiel, delivered ships' engines  
 to the Neptun-Werft and \_\_\_\_\_ one of these \_\_\_\_\_ was dis- 50X1-HUM  
 patched to Leningrad.

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